

PROPOSED LUSS TRAFFIC REGULATION ORDERS

1.0 EXECUTIVE SUMMARY

- 1.1 There have been longstanding traffic related issues within Luss village which have worsened with an increasing number of visitors using Luss as a holiday and leisure destination. In many ways Luss has become a victim of its own success with the village having become one of the ‘honey pot’ destinations within both Argyll and Bute and Loch Lomond and the Trossachs National Park.
- 1.2 There is limited on-street parking and 2 large off-street car parks available at Luss. One of these car parks is council owned and managed and is long established. The second car park which is privately operated has only been recently constructed and opened. The available on-street parking is regularly oversubscribed with residents and businesses within the village core often finding that they are unable to park near to their properties due to visitors.
- 1.3 In response to easing of lockdown in Summer 2020 and increases to staycation, a Temporary Traffic Regulation Order (TTRO) was promoted to introduce a range of temporary measures within Luss, these being similar in nature to permanent measures which were being evolved as part of an ongoing design process with the local community to provide an effective traffic management solution within the village and along the Old A82.
- 1.4 A permanent Traffic Regulation Order has been advertised and this report presents the representations from that formal process together with recommendations on the next steps.
- 1.5 It is recommended that the Helensburgh and Lomond Area Committee agree the following:
- 1.5.1 Speed Limit TRO
- i. The Order is made as drafted.
 - ii. Physical traffic management measures will be installed to support to the proposed speed limits in-line with the Council’s Road Speed Limit Policy Framework.

- iii. Officers will carry out pre and post implementation speed surveys and review with respect to the Council's Road Speed Limit Policy Framework.

1.5.2 Traffic Management TRO

- i. Reduce the proposed permit cost from £98 to £45 per annum.
- ii. Retain the restriction on the proposed number of permits with a view to amending in the future depending on post-implementation use with respect to available road space (capacity).
- iii. Note there is sufficient provision of off-street parking and that the inclusion of visitor parking within the permit scheme risks over-subscription of parking availability within the core village roads. Off-street parking permits are available for the following fees:
 - a. 3 months - £139
 - b. 6 months - £258
 - c. 9 months - £371
 - d. 12 months - £489

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- iv. Note that equipment required by trades can be loaded and unloaded at the relevant property but that the vehicles should then park within the off-street car parks. Where works are longer term or more complex, a temporary relaxation of restrictions can be applied for.
 - v. Blue Badges can park within the village core. Those with reduced mobility but without a Blue Badge can be dropped off or collected by a vehicle but otherwise note the availability of off-street parking.
 - vi. Refer the objection

It is recommended that the Order is now made as drafted, pre & post implementation speed surveys are carried out and appropriate physical traffic management measures are installed to support the speed limit order.

- 4.4 The proposed Luss traffic management order contained the following provisions (refer to Appendix 2 for full detail):

Prohibition of Driving; on the following roads (Schedule 1 of the proposed Order):

- a. Pier Road – full length;
- b. Church Road – full length;
- c. School Road – from its junction with the U228 Old A82 to its junction with Pier Road;
- d. Murray Place – full length

Prohibition of Waiting and Loading at any time (Schedule 2 of the proposed Order)

- a. On sections of the U228 Old A82
- b. On sections of School Road
- c. On Sections of Church road

Prohibition of Waiting at any time except vehicles displaying valid permits (“restricted parking zone”) ((Schedule 3 of the proposed Order):

- a. Pier Road – full length;
- b. Church Road – full length except the section with loading/waiting restrictions (para 4.4, ii);
- c. School Road – from its junction with the U228 Old A82 to its junction with Pier Road;
- d. Murray Place – full length

Prohibition of Waiting at any time (Schedule 4 of the proposed Order):

- a. On sections of the U228 Old A82

Parking Places - Maximum stay 30 minutes, no return within 1 hour

0800-2000 hours Monday to Sunday (Schedule 5 of the proposed Order):

- a. On U228 Old A82 opposite the primary school.

- 4.5 On close of Consultation 3 (stage 3, public consultation), the proposed traffic management order received 73 submissions representing 91 objectors (co-signed objections). During the engagement process only 2 objections were withdrawn, leaving 89 extant objections.

- 4.6 An anonymised thematic summary of objections is attached in Appendix 3, however; the following provides a condensed representation of the extant objections; that they object to:

The cost of permits

- o Also referenced the cost of off-street parking permits in regard to staff permits for businesses

The number of permits allowed; the range across this objection included:

- o The maximum limit on residents permits (2 per household)

- to be issued per property (residential / business). This may be a welcome scenario for the businesses within the village.
- ii. If demand is high within residents / business within the core village and beyond that which could be served by additional on-street permits (i.e. road space capacity), there may be a case for the introduction of a special off-street permit at a reduced standard rate. This proposal would require approval by the Policy & Resources Committee.

It is recommended that Members retain the restriction on the proposed number of permits with a view to considering any future amendments depending on post-implementation use, monitoring and community feedback.

There is provision for visitors to make use of the off-street parking provision (the Council operated north car park and the privately operated south car park). It is considered that there is insufficient on

6.5.1 Equalities - protected characteristics

Blue Badge Holders will be permitted to park for free within the permit zone and within the off-street car park.

6.5.2 Socio-economic Duty

May have an impact on those who currently visit Luss and park for free within the village or the Old A82 Road as they will need to park within the off-street car park, which is pay & display. Off-street permits are available, however, and these reduce the costs of parking, when compared against the daily charges, significantly. This has been considered against the impact tourism has on Luss Village, including its impact on Communities or Place & Interest alongside the impact on road safety and traffic issues.

The cost of off-street permits may have a disproportionate impact on local businesses that lack access to private off-street parking. This should be considered within the post-implementation monitoring and as part of any future amendment.

6.5.3 Islands N/A

6.6. Risk Safer roads for all road users through controlled parking and reduced speed.

6.7 Customer Service: None over and above the norm for TROs.

**Executive Director with responsibility for Roads and Infrastructure Services,
Kirsty Flanagan**

Head of Roads and Infrastructure Jim Smith

Policy Lead for Roads and Infrastructure Services, Cllr Rory Colville

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APPENDICES

Appendix 1a – Draft Speed Limit TRO

Appendix 1b – Speed Limit Plan

Appendix 2a: - Draft Traffic Management TRO

Appendix 2b: Traffic Management Layout Plan

Appendix 2c: Extent of Permit Zone

Appendix 3: Thematic Summary of Objections